

Dublin hospitals, but some 150 were sent on to Belfast by the ambulance train specially built, since the War began, by the Great Northern Railway Company of Ireland.

A branch of the Women's Hospital, at Claridge's Hotel, Paris, has now been established nearer the fighting line at Wimereux, in charge of Dr. Garrett Anderson, who is urgently appealing for blankets, sheets, pillow-cases, towels, and donations for defraying current expenses. Gifts should be sent to Dr. Woodcock, 27, Nottingham Place, London, W.

Corporal S. Healy, of the Royal Irish Regiment, tells of the bravery of a sixteen year old French girl after one of the hardest fights along the Aisne. When many of the British wounded were lying out in the open, nearly mad with thirst, and with no prospect of relief till next day, they saw a charming girl picking her way among the dead and wounded. She had risked her life to bring them goat's milk and wine because she was grateful to the British troops for helping to drive the German invaders back. She seemed to be without fear, and tripped along in spite of the shells and rifle fire. "We were all," says the sergeant, "stricken with grief when she was carried into hospital next day. She had been shot on the way back. It was a nasty wound, but after an operation the doctors hoped she would pull through. Every soldier who saw her prays for her every night."

Mr. Douglas B. Hall writes to the *Morning Post* from the steam yacht *Sardonyx* on French rivers and canals:—

As the Special Representative (appointed by the Chief Commissioner of the Red Cross and the St. John Ambulance) in control of hospital barges, it may interest your readers to learn what provision we are making for the conveyance of sick and wounded soldiers along the splendid river and canal system of France. These rivers and canals run right through all the fighting area, eventually coming out at the sea at different ports in the Channel. Not only are such important centres as Paris and Rouen connected by this means with the sea, but also many other towns and villages which the public have recently heard of in connection with the terrific fighting which has taken place. In addition to our present barge which I have been recently towing full of wounded, further barges are to be constructed, each capable of holding 50 wounded, with nurses, attendants, and surgeons, kitchens, operating-rooms, and all other requisites. The unit proposed will be four barges, enabling over 200 wounded to be conveyed by one tug, and thus avoiding the necessary shaking and discomfort of hospital trains. In addition to this, by using the rivers and canals the movement of troops on the railway will not be interfered with. This is an immense advantage, as the railways are already overcrowded with troop and supply trains, and hospital trains have constantly to be held up.

Another great advantage is that if the hospital ship has not arrived when the barges get to the port, there is no necessity for the often painful and temporary removal of the wounded for a day or so to a shore hospital to await the ship, as the wounded can remain in the barges until it is time to tow them alongside the hospital ship, even if through fog or other causes this is a matter of some days. The barges employed are big, roomy barges, 120 feet long, 16 feet broad, and 10 feet high, much larger than are used in England. There are many of these barges available, owing to the fact that most of the commercial traffic on the canals has long been stopped, and care is taken only to use fairly new and clean barges which have been used in the conveyance of timber or stone or other clean and harmless cargoes. This mode of transit has long been considered by the R.A.M.C. and other high authorities as the most ideal means of conveying wounded, as, although it may be slow, wounded men are in no hurry, and can be as well and economically attended to on these barges as in hospital tents; in fact, they are infinitely warmer and drier (being heated) than tents are in this cold, foggy weather. Up to now, however, they have never been put into practical use until Colonel Barefoot (D.D.M.S., on the lines of communication), took the idea in hand. We hope soon to have several units fitted out which, if not of so much use in the winter, when canals may possibly be frozen (although it takes severe and continuous frost to freeze a canal sufficiently to stop transit and prevent the ice-breakers working), yet will be of infinite use in the early spring. I personally have been now for many weeks running up and down certain rivers conveying wounded officers on my boat, and know from experience how grateful they are for this mode of smooth and comfortable transit.

This mode of travel must be infinitely preferable for wounded men to the frequent changes necessitated on the journey by land, even under the best conditions.

The soldiers in the field will welcome the "bath train" which is being despatched from Petrograd, by means of which 2,000 baths daily can be provided. Clean underclothes can also be issued from the stores carried, and there are cars for drying and disinfecting outer garments, and a food car. A more popular train could hardly have been conceived.

It is reported from Paris that a Lyons chemist claims to have discovered an enteric vaccine against typhoid which consists in a treatment which can easily be followed even in the firing line, and with which no reaction is possible. The treatment has been adopted by Dr. Roux of the Pasteur Institute, and doses are being despatched to the armies at the rate of 30,000 a week. After absorption of the remedy the patient is immune against typhoid for three years.

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